

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING

June 17, 2009
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Marie Lopez Rogers, Avondale,
Vice Chair
Councilmember Ron Aames, Peoria
Kent Andrews, Salt River Pima-Maricopa
Indian Community
Councilwoman Maria Baier, Phoenix
+ Councilmember Gail Barney, Queen Creek
* Stephen Beard, HDR Engineering Inc.
* Dave Berry, Swift Transportation
Jed Billings, FNF Construction
Mayor James Cavanaugh, Goodyear
* Mayor Boyd Dunn, Chandler
* Mayor Hugh Hallman, Tempe
* Eneas Kane, DMB Associates
* Mark Killian, The Killian Company/Sunny
Mesa, Inc.

Mayor Jackie Meck, Buckeye
David Scholl
Mayor Elaine Scruggs, Glendale
* Mayor Scott Smith, Mesa
Mayor Jim Lane, Scottsdale
* Mayor Lyn Truitt, Surprise
* Supervisor Max W. Wilson, Maricopa County
* Felipe Zubia, State Transportation Board
* Vacant, Citizens Transportation Oversight
Committee

OTHERS ATTENDING

TPC Member Nominee: Mayor John Lewis,
Gilbert

- * Not present
- # Participated by telephone conference call
- + Participated by videoconference call

1. Call to Order

The meeting of the Transportation Policy Committee (TPC) was called to order by Vice Chair Marie Lopez Rogers at 4:05 p.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited. Vice Chair Rogers announced that Councilmember Gail Barney was participating by videoconference and Mayor Jim Lane and Kent Andrews were participating by telephone.

Vice Chair Rogers introduced Gilbert Mayor John Lewis, whose appointment to the TPC is on the June 24, 2009, Regional Council agenda. She welcomed Mayor Lewis, who was attending the meeting to acquaint himself with the TPC process.

Vice Chair Rogers noted that this was Councilwoman Baier's last TPC meeting. She congratulated Councilwoman Baier on her appointment by the Governor to lead the State Land Department.

Councilwoman Baier stated that she will bring the perspective of the cities forward in important decisions that must be made. She expressed that it had been a pleasure to serve on the TPC and she looked forward to working with member agencies in her new role at the State Land Department. Those in attendance applauded Councilwoman Baier.

Vice Chair Rogers noted that items at each place included the report on projects funded by the American Recovery and Reinvestment Act of 2009 (agenda item #5) and a bill summary chart (agenda item #7).

3. Call to the Audience

Vice Chair Rogers stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Vice Chair Rogers noted that no public comment cards had been received.

4. Approval of Consent Agenda

Vice Chair Rogers stated that agenda items #4A, #4B, and #4C were on the consent agenda. She stated that public comment is provided for consent items, and noted that no public comment cards had been received. Vice Chair Rogers asked members if they would like to remove any of the consent agenda items or have a presentation. None were noted. Councilmember Aames moved to recommend approval of consent agenda items #4A, #4B, and #4C. Mayor Cavanaugh seconded, and the motion carried unanimously.

4A. Approval of the May 20, 2009, Meeting Minutes

The Transportation Policy Committee, by consent, approved the May 20, 2009, meeting minutes.

4B. Draft Fiscal Year (FY) 2010 Arterial Life Cycle Program (ALCP)

The Transportation Policy Committee, by consent, recommended approval of the Draft FY 2010 Arterial Life Cycle Program contingent on a new Finding of Conformity for the Regional Transportation Plan 2010 Update and FY 2010-2014 MAG Transportation Improvement Program,

which will be finalized in January 2010. The Regional Transportation Plan (RTP) identifies 94 arterial street projects to receive funding from the regional sales tax extension and from MAG federal funds. The Arterial Life Cycle Program (ALCP) provides information for 93 of the original 94 projects spanning a 20-year life cycle. Information contained in the ALCP includes project location, regional funding, fiscal year (FY) of work, type of work, status of project and the lead agency. As part of the ALCP process, Lead Agencies update project information annually, at a minimum. MAG staff has programmed the Draft FY 2010 ALCP based on the information provided by Lead Agencies and from projected revenue streams from the Regional Area Road Fund (RARF), MAG Surface Transportation Program funds (STP-MAG), and Congestion Mitigation and Air Quality (CMAQ) funds. The Transportation Review Committee and the Management Committee recommended approval of the Draft FY 2010 Arterial Life Cycle Program.

4C. Project Changes – Amendment and Administrative Modification to the FY 2008-2012 MAG Transportation Improvement Program

The Transportation Policy Committee, by consent, recommended approval of amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2007 Update, as shown in the attached tables. The fiscal year (FY) 2008-2012 Transportation Improvement Program (TIP) and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The majority of the requested changes are related to modifying transit projects and the costs related to 2009. These modifications are needed to match the transit grant applications. The other requested project changes involve adding three new federal-aid Safe Routes to School projects, modifying costs for American Recovery and Reinvestment Act funded projects, modifying the project schedule for ADOT led projects, including projects related to the federal FY 2009 Closeout, and doing the technical amendment to add the Phoenix Sky Train project into the TIP. These requests were recommended for approval by the Transportation Review Committee and the Management Committee.

5. Update on the American Recovery and Reinvestment Act of 2009: Arizona Department of Transportation (ADOT) Portion, MAG Sub-Allocation, Transportation Enhancement Portion, and MAG Region Transit Funds

Eileen Yazzie, MAG Transportation Program Manager, noted that the American Recovery and Reinvestment Act (ARRA) Project Status report was at each place. She described the report as containing six subsections, and includes basic project information, project status, project costs and historical actions. Ms. Yazzie noted that the highway projects are moving forward rapidly and due to recent project bids that have come in below budget, two additional projects on the list have been funded, bringing the total number of projects to from five to seven.

Ms. Yazzie stated that all transit projects have been forwarded by the City of Phoenix, as the grant recipient, to the Federal Transit Administration, where the majority of the projects have been approved.

Ms. Yazzie stated that the local governments section has not been filled in completely, due to the early stage of project development. She said that all ARRA funded projects are in the TIP and are moving forward, and staff heard that ADOT expects more bids to come in under budget, which could allow funding of more projects.

Vice Chair Rogers thanked Ms. Yazzie for her report. No questions from the Committee were noted.

6. Regional Freeway and Highway Program: Proposition 400 Update

Eric Anderson, MAG Transportation Director, began the presentation by reporting that there has been a recent rumor that the Loop 303/I-10 interchange was going to be delayed. He advised that this is untrue, and as a matter of fact, they are doing everything they can to keep the project on schedule. Mr. Anderson noted that at last month's meeting the TPC discussed the interchange's current cost estimate of \$760 million, which is significantly more than the funds available. He stated that staff met with ADOT and FHWA about possible concepts to reduce costs for this structure, including value engineering and analysis. Mr. Anderson continued that ADOT has assembled the final design team and this is an opportune time to look at the interchange, and advised that there is no recommendation to delay the project.

Mr. Anderson reported that the May 2009 revenue decreased 18.2 percent from May 2008, which makes seven straight months of negative growth. He advised that April 2008 revenue decreased 17 percent from April 2008, which demonstrates that revenue collection is growing more negative day by day. Mr. Anderson commented that the bottom of the downturn has not been found and staff will continue to monitor the situation.

Councilmember Aames asked for clarification of year to date revenue. Mr. Anderson noted that year to date revenue is down 13.2 percent, and explained that this could mean this year's total revenue could be down \$40 million to \$50 million from last year's total of \$380 million. He commented that this picture of sales tax revenue is unprecedented and has never decreased in this manner since these records began being tracked in the 1960s.

Mr. Anderson stated that the Highway User Revenue Fund (HURF) continues to experience negative growth, due to the decrease in fuel use and vehicle miles traveled. He stated that activities by the TPC today would focus on concepts to rebalance the program. Mr. Anderson stated that Bob Hazlett, MAG Senior Engineer, would present the options on a corridor by corridor basis and TPC members were encouraged to ask questions and express concerns. He said that they hope to arrive at preliminary recommendations tonight in order to share them at the public hearing on the overall program the next day. Mr. Anderson stated that the goal is to have the 2010 Update of the RTP before the TPC in September for review and possible action to recommend conducting a conformity analysis. He commented that to meet that schedule, action is needed on the freeway program.

Mr. Hazlett continued the presentation by providing a review of last month's presentation. He noted that the Regional Freeway and Highway Program Proposition 400 budget was approximately \$9.4 billion. Mr. Hazlett stated that ADOT's 2009 cost opinion is about \$15.9 billion and projects obligated through FY 2010 total approximately \$2.7 billion, leaving an amount of \$13.2 billion to complete the Program. Mr. Hazlett stated that available funding totals approximately \$6.6 billion, leaving a program deficit of about \$6.6 billion.

Mr. Hazlett explained that staff took the four main principles of management strategies – value engineering, deferrals, and staying the course – as ways to deal with the deficit in the Regional Freeway Program. He advised that anticipated savings through value engineering and planning could be about \$1.6 billion, project deferrals could save about \$4 billion, lower right of way contingency and construction costs could realize about \$500 million and reducing systemwide costs could total about \$500 million, resulting in a new cost opinion of about \$9.4 billion and net savings of about \$6.5 billion to bridge the gap.

Mr. Hazlett noted that his presentation would explain Table One titled, "Regional Freeway and Highway program by Corridor - Tentative Scenario," which was at each place and had been included in the agenda packet. He noted the addition of Phase Five for project deferrals, which extends the planning horizon to 2030.

Mr. Hazlett addressed the I-10/Papago Freeway, which extends from SR-85 in Buckeye to I-17. He noted that a number of projects on this corridor identified in the RTP are under construction. Mr. Hazlett noted that the RTP states the addition of one general purpose lane from Loop 101 to I-17. The current ADOT cost opinion recommends two general purpose lanes to accommodate travel demand, resulting in some sections of I-10 being eight lanes in one direction. Mr. Hazlett noted that the Central Phoenix Peer Review Group recommended that some with identified improvements for I-17 and this two-lane widening on I-10 could negatively impacts the Stack. He said that a Central Phoenix Framework Study that was just approved in the FY 2010 MAG Work Program, will look at solutions in this area. Mr. Hazlett stated that ADOT repackaged the cost estimate for this segment to \$79 million, which matches the RTP.

Councilmember Aames asked for clarification of the projects deferred on this corridor. Mr. Hazlett replied that in this scenario, the SR-85 to Verrado Way segment, which was a Phase Four project, would be deferred to Phase Five.

Councilwoman Baier noted that she may have a potential conflict of interest and would not be participating in discussion nor voting on this issue.

Mr. Scholl asked if the repackaging is to give time to reexamining alternatives or does it fall into the category of value engineering, which could lead to potential delay. Mr. Hazlett replied that there is almost \$80 million available for spot improvements to ease traffic. He stated that there are short lane drops called runouts in the area of the Stack and the funds might be applied to lengthening them and ensuring appropriate runouts to accommodate the South Mountain interchange on I-10.

Vice Chair Rogers asked those participating remotely if they had questions on this corridor. None were noted.

Mayor Cavanaugh commented that the rumor about the Loop 303 interchange resulted from conversations others had with ADOT. He stated that Mr. Anderson had indicated there was absolutely no delay anticipated for the Loop 303 interchange and asked if ADOT would say that. Mr. Anderson confirmed that they had extensive discussions with the State Engineer and there could be a one to two month delay due to the value engineering process, but nothing significant. He stated that ADOT has the design team on board and ready to proceed. Mr. Anderson advised that there is time to influence the basic design of the facility; if the process had been further along, there could have been a delay.

Mr. Scholl stated that there are deferrals and value engineering opportunities. He stated that the value engineering process that creates a delay could lead to a deferral and it would be helpful if those were pointed out.

Mr. Hazlett continued the presentation by addressing the I-10/Maricopa Freeway, which extends from SR-51 and AR-202L/Red Mountain Freeway to the Santan Freeway. He noted that no projects on this corridor were being recommended for deferral except for the local express lanes from the mini stack to 32nd Street, which was not funded in the original RTP. Mr. Hazlett stated that section was included in the ADOT cost opinion of the Maricopa Freeway,. He said that they retained funding for the west access to Sky Harbor Airport to accommodate new security measures required by Homeland Security.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett continued the presentation with information on I-17. He said that the improvements from Loop 101 to Carefree Highway are on their way to completion by next summer. Mr. Hazlett stated that this is one of the biggest Proposition 400 projects being completed so far. He stated that \$1 billion was identified in the RTP for this corridor and they focused on the issue created by the two general purpose lanes planned for the Stack to the Arizona Canal. Mr. Hazlett referenced what the Central Phoenix Peer Review Group said that adding extra lanes on I-10 and I-17 but no improvements at the Stack causes problems. He said that they asked to repackage the \$1 billion to include four general purpose lanes and one HOV lane in each direction from the Split to the Arizona Canal. Mr. Hazlett continued that they asked the SR-74 to Anthem Way and Anthem Way to New River Road be deferred to Phase Five. He stated that significant funding is included for the urban profile on I-10 and to add additional lanes from Dysart to Loop 303 required conversion from a rural cross section to an urban profile and they asked this be deferred. He noted that the RTP estimate for this corridor was about \$1.5 billion and they are asking for an additional \$100 million for this corridor.

Mr. Hazlett concluded his remarks about both interstates 10 and 17 by stating that the Tentative Scenario still includes about \$2.6 billion for I-10 and I-17, of which about \$1.8 million is the

region's own funds. He noted how this is a considerable sum for facilities carrying nationwide travel.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett moved on to US-60/Grand Avenue by saying that the RTP identified six lanes from 83rd Avenue to Loop 101 and this project should be underway shortly. He added that other projects on this corridor include some traffic interchanges and spot improvements to help improve traffic flow. Mr. Hazlett stated that up to three grade-separated traffic interchanges were identified in the RTP, but not fully specified. He indicated that they are requesting these interchanges be deferred to Phase Five. Mr. Hazlett noted that this proposal does take some funds from the RTP but the improvements still provide significant throughput in the Surprise, El Mirage, Youngtown, and Sun City areas.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett then addressed US-60/Superstition Freeway by saying that they identified moving forward with the corridor as planned with the exception of the Lindsay Road traffic interchange, which, due to some design issues, they recommend be deferred.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that the interim bypass on US-93 is about ready to open and the roundabout and the bridge are in place. He noted that this is the only project for US-93 in the RTP and is a Phase One project and they recommend no changes.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett reviewed the SR-51/Piestewa Freeway. He said that the improvements to this corridor identified in the RTP were from Shea Boulevard northward. Mr. Hazlett stated that the two Phase One projects – the HOV lanes on SR-51 from Shea to Loop 101 and the Direct HOV (DHOV) ramps to Loop 101 on the east are constructed and open to traffic. Mr. Hazlett stated that they are asking that the HOV lanes be built out where possible and that the general purpose lanes in this section be deferred to a future phase.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett reviewed the Loop 101/Agua Fria Freeway. He stated that they recommend constructing the HOV lanes on Loop 101 from I-10 to I-17, which should be underway shortly. Mr. Hazlett stated that they recommend deferring the general purpose lanes on Loop 101 and the DHOV ramps at the I-10 and I-17 interchanges be deferred at this time. He explained that according to ADOT engineering staff, the DHOV ramps have driven up the cost estimates significantly because they would require a significant reconstruction of both traffic interchanges. Mr. Hazlett stated that they recommend revisiting the DHOV issue at a later date because they are

an important part of the HOV network and a way to construct them more economically might be discovered.

Vice Chair Rogers asked members if they had questions.

Councilmember Aames asked about the noise walls for this corridor. Mr. Anderson replied that the 11 noise wall projects that were approved by MAG last year, are moving into the final design and the design teams are in place. He stated that they will be working with the cities and the neighborhoods to ensure that the designs work. Mr. Anderson said that he expects some of the projects to go to bid after the first of the year.

Councilmember Aames stated that he would like to see a more detailed schedule. Mr. Anderson replied that he would look into seeing if one was available.

Vice Chair Rogers asked those participating remotely if they had questions. None were noted.

Mr. Hazlett addressed the Loop 101/Pima Freeway corridor and said that the HOV lanes are open on Loop 101 from SR-51 to Loop 202/Red Mountain Freeway. He said that they identified proceeding with the HOV lanes from I-17 to SR-51 and the general purpose lanes from the Red Mountain Freeway to I-17. Mr. Hazlett explained that according to the travel demand model, this freeway will see the highest increase in traffic in the Valley and if these improvements are not made, the traffic will spill onto the arterials.

Councilmember Aames stated that the impact is at the I-17 at Loop 101 interchange in both directions. He asked if this design would handle that. Mr. Hazlett replied that appropriate lane drops will be needed. He stated that when the HOV lanes are built, these lanes should be constructed at the same time. Mr. Hazlett stated that ADOT is looking at all of the HOV lanes on Loop 101 from Grand Avenue to SR-51 as one project. He noted that work needs to take place with ADOT to ensure a smooth transition with general purpose lanes.

Mr. Anderson noted that there is room where Loop 101 goes under I-17 and there could be an opportunity for restriping. He stated that they will be working with ADOT on HOV lanes at that interchange to improve traffic flow because the lane drops there cause problems and they want to have that fixed.

Mr. Scholl asked if the auxiliary lanes on the Pima would be replaced with these lanes. Mr. Hazlett replied that the new lanes would be in addition to auxiliary lanes, which will remain in place because they are needed for safety.

Mr. Hazlett reviewed the Loop 101/Price Freeway by saying that the HOV lanes on this corridor from Red Mountain to the Santan are under construction and should open soon. He noted that they recommend that the additional general purpose lane from the Superstition to the Santan go forward. Mr. Hazlett advised that they have identified lower cost estimates of about \$104 million in the RTP to about \$96 million due to lower construction costs.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett addressed the SR-143/Hohokam Freeway. He said that money was included in the RTP for SR-153, which was transferred to SR-143 for reconstructing the ramps at Sky Harbor Boulevard and a spur on Loop 202 to facilitate traffic and connections. Mr. Hazlett noted that as it stands today, all of the movements cannot be made. He stated that SR-153 has been removed from the freeway system and is now a part of 44th Street. Mr. Hazlett advised that the City of Phoenix will be utilizing some of 44th Street for the Sky Train.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett continued with the Loop 202/Red Mountain Freeway. He said that the improvements identified in the RTP for the Red Mountain from SR-51 to Loop 101 are underway through a design build contract and should be completed in 2011. Mr. Hazlett stated that the HOV lanes from Gilbert Road to Loop 101 are under construction. He said they recommend the construction of the HOV system and the deferral of the general purpose lanes and the DHOV ramps at the SuperRedTan. In addition, they recommend the deferral of the Mesa Drive interchange due to some issues in that area.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett reported on the Loop 202/Santan Freeway by saying that they recommend building out the HOV system on the Santan from the Superstition to I-10 and that the DHOV ramps be constructed at I-10 and at Loop 101 to provide access. He noted that the only project on the Santan they are requesting to be deferred is the general purpose lanes from I-10 to US-60.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that an extensive presentation was given on Loop 202/South Mountain last month. He said that they were trying to take the ADOT cost opinion from \$2.5 billion to \$1.9 billion by taking advantage of value engineering, the Proposition 300 cross section, and a 59th Avenue alignment. Mr. Hazlett advised that the \$1.9 billion includes buildout of the HOV system from I-10/Maricopa to I-10/Papago. He added that it would cost \$65 million now as opposed to a later retrofit that could cost a couple of hundred million dollars, and would be less of an impact to residents. Mr. Hazlett stated that they recommend moving the South Mountain forward as a freeway facility and adding about \$800 million toward its completion.

Vice Chair Rogers asked members if they had questions.

Mayor Cavanaugh asked if the bicycle/pedestrian trail from 17th Avenue to 51st Avenue had always been a part of the plan. Mr. Hazlett replied that there had been discussion of having a trail of some sort in this area, and from the information provided by the consultant, it would cost approximately \$10 million to construct. He added that with the mitigation that might be necessary, they thought they would incorporate the trail as part of the design now.

Councilmember Aames asked the status of the South Mountain in terms of public hearings. Mr. Hazlett replied that ADOT is finishing up the draft environmental impact statement (EIS) and he understands that it will be available this fall or spring for public hearings. Mr. Hazlett noted that the final EIS is anticipated the end of 2010 and a record of decision in early 2011. Councilmember Aames asked if staff thought this design would be more acceptable. Mr. Hazlett replied that they are optimistic of that.

Mr. Hazlett then updated members on Loop 303 by saying that the interim roadway from Happy Valley Road to I-17 is under construction and ADOT is trying to have it open in 2011. He said there have been favorable bids that allowed them to move money around for construction in other areas of the corridor. Mr. Hazlett stated that they have identified some deferrals, including right of way preservation south of SR-85 to Riggs Road and the section from SR-801/MC-85 to I-10 because they are recommending that SR-801 be deferred. He stated that they also identified some value engineering to move the interchange forward. Mr. Hazlett stated that they could perhaps look at a more economical design that would still provide connections and access. He stated that using the interim design at Loop 303 and US-60 that was presented last month would allow construction of the freeway mainline. Mr. Hazlett said they identified deferring the full US-60 interchange to Phase Five and noted that this was not included in the table. He noted that this interchange, for long term needs, will require a high type of design and added that it has received its environmental clearances. Mr. Hazlett stated that in conjunction with the City of Glendale, it has been brought to their attention to provide a good connection at the Northern Parkway as a Phase Five project. He expressed that it was their concern to get the mainline under construction, develop the most economical interchange possible, and not compromise on safety or capacity. Mr. Hazlett noted that they are working with ADOT and FHWA to get this interchange under construction as quickly as possible.

Vice Chair Rogers asked members if they had questions.

Mayor Scruggs commented on the Northern Parkway interchange that was overlooked and would be deferred to Phase Five. She asked from which phase it was deferred. Mr. Hazlett replied that he understood that as part of the RTP the connection to Northern Parkway was not completely identified. He said that given the traffic volume projections for the Northern Parkway, they wanted to get the project in the program as soon as possible and to ultimately identify funding for the ramp construction.

Mayor Scruggs stated that there are other projects in the plan that are unfunded. She said that for the record, she would provide some history. Mayor Scruggs stated that the Proposition 400 maps did include Loop 303 and Northern Parkway and did show them connected. She said that the ADOT Concept Report and Environmental Assessment includes freeway ramp connections between Loop 303 and Northern Parkway and was approved three months ago by FHWA. Mayor Scruggs stated that in 2006, the RTP included freeway ramp connections, but they have now disappeared. She commented that the proposed interim connection between Loop 303 and the Northern Parkway is grossly inadequate for connecting two freeways and requires frontage roads and going through multiple traffic signals, resulting in less than F level of service. Mayor Scruggs

stated that the estimate to go from one freeway to the next with the proposed interim connection is 12 minutes. She advised that the cost of these ramps is \$80 million, not \$760 million, and this is a very near term problem. Mayor Scruggs stated that Loop 303 between Grand Avenue and I-10 is scheduled for completion in 2015, and funds are also programmed for completion of Northern Parkway from Sarival to Dysart Road by 2015. She reported on the local funds committed to this project by saying that between FY 2009 and FY 2015, a total of \$77.8 million of local funds will be provided: \$28.5 million from the City of Glendale, \$28.4 million from the Maricopa County Department of Transportation, \$8 million from the City of Peoria, \$3.8 million from the City of El Mirage, and \$5.1 million from the Flood Control District of Maricopa County. Mayor Scruggs remarked that the \$78.8 million is \$20 million more than MAG federal funds. She indicated that she came here tonight with the intent to have motion to assure that MAG will maintain ramp connections between Loop 303 and Northern Parkway in the RTP, which have now disappeared. She noted that Mr. Hazlett acknowledged the oversight that had been pointed out by Glendale. Mayor Scruggs expressed that she was not satisfied with just saying let's maintain them in the RTP. She said that we have known about the Loop 303 since 1985 and the Northern Parkway has been included in various transportation plans since 2001 and no way to connect them.

Mr. Anderson stated that the 2006 RTP assumes Northern Parkway would be completed in its ultimate configuration and that will not happen with the Proposition 400 timeframe because the cost for the Northern Parkway is close to \$700 million. He stated that the region is putting in \$200 million to pair up with the city and county funding provided for the facility. Mr. Anderson noted that the analysis Mayor Scruggs mentioned in terms of traffic delay assumes a freeway profile of six lanes, but the interim construction calls for two lanes in each direction. He advised that the volumes used to calculate the delay factor were inaccurate relative to the interim construction schedule being proposed for Northern Parkway. Mr. Anderson reported that they have worked with ADOT on an interim connection between Northern Parkway and Loop 303 and what is included in the Plan to move the project to Phase Five when Northern is ultimately built out and then the ultimate connection with Loop 303 can be built out.

Mayor Scruggs asked if the focus could remain on the Loop 303 and Northern Parkway connection rather than the ultimate completions. She asked when that would happen, with or without ramps. Mr. Anderson replied that the interim ramp connections are part of the Loop 303 project in Phase Two.

Mayor Scruggs asked how people would connect between the two facilities. Mr. Anderson replied that he could provide a schematic on the ramp connections, which he did not have with him at the meeting.

Mayor Scruggs asked if the reason ramps could not be built there was because it was not being built to its full width. Mr. Anderson replied that ADOT has included all right of way for a full system interchange in the cost and has proposed interim ramp connections consistent with the interim design for the Northern Parkway. Mayor Scruggs commented that Mr. Anderson was not answering her question and she did not think he was going to.

Mayor Cavanaugh stated that the Loop 303 will offload people onto I-10 and there will be some sort of interchange there, but some people will want to go south. Mr. Anderson responded that those ramps will be included in Phase One.

Mayor Cavanaugh stated that Loop 303 and SR-801 are both new roads, not expansions, but are needed for the expanding population in the area. He asked if it was feasible to come up with a low cost alternative for SR-801 because it becomes more important as a result of the increased interest in Loop 202. Without Loop 202, SR-801 is almost irrelevant. Mayor Cavanaugh asked if construction has to wait until 2030, could an interim solution, such as a four-lane road or a parkway, be investigated. Mr. Anderson stated that in these situations, staff looks at protecting corridors from development and is there an opportunity to provide an interim facility to provide mobility. He stated that the Arizona Parkway was too much relative to the available resources, but they think that corridor preservation and having some sort of interim facility are positive options. Mr. Anderson stated that their number one priority is probably acquiring right of way and their second is providing some sort of interim facility to provide mobility. He added that they will continue to look at options.

Mayor Cavanaugh asked if they would still acquire right of way. Mr. Anderson replied that was correct; they would try to do some right of way protection so they do not lose the corridor. He added that they thought construction was probably 20 years in the future.

Mr. Smith stated that another possibility in that corridor is to get more right of way cleared and work with MCDOT to put in an interim facility.

Mayor Scruggs stated that SR-801 did not exist before the RTP in 2004. She said that the Northern Parkway is a major east/west connection like SR-801 and asked what could be a better than the connection of Loop 303 and the Northern Parkway. Mr. Anderson replied that they looked at the traffic volumes generated by the interim Northern Parkway facility, and although the interim connection with Loop 303 is not optimal, it does work and does not have the delay times she quoted. Mayor Scruggs asked the delay times it does have and does it include traffic signals and turns. Mr. Anderson replied that he did not have that information with him at the meeting.

Mayor Scruggs remarked that she had known Mr. Anderson for many years and he has a memory that is incomparable – greater than 99 percent of the people in this room – and has great attention to detail. She asked him to generally tell her if she traveled north on Loop 303 how she would connect to the Northern Parkway. Mr. Anderson replied that she would exit off Northern Avenue and take the ramp to Northern Parkway where there was probably a traffic signal. He stated that there might be a signal at Loop 303 and Sarival, but he would have to look at where the lights are on Northern Parkway to say for sure.

Mayor Scruggs asked in which phase would be the full expansion of Northern Parkway. Mr. Anderson replied that funding to build out the Northern Parkway as a six-lane facility or to build the system traffic interchange at Loop 303 was identified in the RTP, but including it in Phase Five assumes the extension of the sales tax and other funding sources.

Mayor Scruggs asked if the Loop 303 had funding identified for its full construction. Mr. Anderson replied that given what is being proposed tonight, they feel it can be built.

Mayor Scruggs stated that the Northern Parkway was a new RTP project in 2004, and Loop 303 and the South Mountain were carryover projects with a commitment to get full attention, however, funding is really not identified. Mr. Anderson stated that in terms of having enough funding for a full system interchange at Northern, a full system interchange at Grand Avenue, and \$750 million for a system interchange at I-10, no, there is not.

Mayor Scruggs asked if they had enough money to build Loop 303 to its full width. Mr. Anderson replied yes, as contemplated in the RTP to six lanes.

Councilmember Aames asked for clarification of the interchange of Loop 303 and US-60 would be a lesser design. Mr. Hazlett displayed a slide of the proposed and the interim solution for this connection. He pointed out that the blue represents the 303 overcross of Grand Avenue and they recommend this be constructed. Mr. Hazlett explained that in place of the stacked SPUI they recommend a partial cloverleaf be constructed and avoid construction of the bridge at Grand Avenue over these connections and avoid reconstructing the railroad. Mr. Hazlett stated that they would construct the overcrossing and put in movements, which would be no different than the movements today between Loop 303 and US-60.

Councilmember Aames asked for clarification that the proposed interchange would be moved to Phase Five. Mr. Hazlett replied that the ultimate construction of the interchange would be moved to Phase Five along with the reconstruction of the railroad to facilitate ramp movement.

Councilmember Aames commented that the cost would be a lot more in Phase Five. Mr. Hazlett stated that the current cost of construction is \$200 million and the cost of the recommended configuration is about \$50 million.

Councilmember Aames commented that even if prices stay the same to Phase Five, the cost to construct the interchange will be \$250 million because you first pay \$50 million and then \$200 million. He noted that the project was planned for Phase Two. Mr. Hazlett commented that they looked at traffic movements and found the interim configuration will operate at an acceptable level of service D, which is the City of Surprise standard during peak hours, and during off-peak it would run at level of service A and B.

Councilmember Aames asked why it was moved to Phase Five and not Phase Three or Four. Mr. Hazlett replied that when you are trying to cut \$6.6 billion, this made a lot of sense to have a design that operationally will carry traffic to the horizon of 2030.

Mr. Anderson stated that MAG is trying to close a more than \$6 billion deficit in the first four phases of the RTP, and \$2 billion of projected sales tax revenue has been lost from the freeway program, so this is not easy. Councilmember Aames said that he realized that, but they are continuing to do other freeway projects such as HOV lanes. Mr. Anderson stated that is why staff

is asking the guidance of the TPC. He explained that from the technical analysis, they believe that HOV lanes provide more service for more people at less cost. Mr. Anderson stated that providing a reasonable level of service and saving \$150 million seems like a good tradeoff. He said that the \$150 million could provide 50 miles of HOV lanes at \$3 million per mile. He said that HOV lanes are very cost effective to build because they are built in the median and in addition, some of the bids received have been extremely favorable.

Councilmember Aames asked why some value engineering could not be done at Grand Avenue. Mr. Hazlett replied that what is really driving the cost is accommodating the railroad. He said that ADOT has to accommodate the railroad and also keep to the promises made to Sun City Grand and Sun City West residents. Mr. Hazlett explained how they must go under the railroad and requires a gentle grade. He stated that if this can provide an acceptable level of service to 2030 and it can be constructed in the full configuration later, the savings can be diverted to other projects. Mr. Hazlett added that the construction of HOV lanes allows the installation of concrete jersey barriers and the removal of cable barriers, which increases safety dramatically.

Councilmember Aames asked if commuter trains could be accommodated with both designs. Mr. Hazlett replied that essentially, they are not touching the rails at all. Councilmember Aames asked if a second rail could be constructed. Mr. Hazlett replied that a second rail could be accommodated.

Mr. Smith noted that HOV lanes are committed control measures in the air quality plans and are supposed to be given preference in nonattainment areas. He said that not constructing connection ramps at system interchanges is one thing, but to not build HOV lanes is another, and that is why on a number of cases, they are recommending deferral of general purpose lanes, and are recommending construction of the HOV lanes and working within the federal guidelines.

Vice Chair Rogers asked for the Loop 303 and I-10 slide be displayed. Mr. Hazlett noted that this interchange is actually six traffic interchanges in one and provides access between Loop 303 and I-10, but also to Citrus Road, Sarival Road, Van Buren Street, McDowell Road, and Thomas Road. He advised that the extra ramping to accommodate the interchanges drives up the cost.

Councilmember Aames asked if that was the least expensive or the more expensive of the two interchanges. Mr. Hazlett replied that ADOT has just begun the value engineering on this interchange.

Councilmember Aames asked if the interchange went south as well. Mr. Hazlett replied that any type of interchange constructed here would need to allow for traffic to move south. He noted that even though the section to the south is being deferred it is still a part of the RTP and they would still work toward funding it. Mr. Hazlett pointed out where it serves a large commercial area, and said that a connection, even interim, would need to be provided. Councilmember Aames asked if staff would show the TPC the new design. Mr. Hazlett replied that when they have the design they will share it with the TPC and also with Goodyear and Maricopa County. He said that they need to work together on this type of design work to make it workable.

Councilmember Aames asked if they were working toward getting right of way in place for the Northern Parkway. Mr. Hazlett replied that the planning for Loop 303 identified ensuring right of way is in place so when the funding is available to put in the direct ramps to Northern Parkway, more right of way does not have to be purchased.

Vice Chair Rogers asked if this interchange had been deferred from another plan. Mr. Hazlett replied that the entire Loop 303 corridor had been deferred from Proposition 300 in 1995.

Vice Chair Rogers expressed concern that this critical corridor had already been deferred and is being deferred again. Mr. Anderson clarified that they are not proposing it be deferred, but to look at it from a value engineering perspective to see if some costs could be trimmed. Mr. Anderson noted that this is a key interchange and is a long term project and they want to ensure it will be done when the mainline is completed.

Vice Chair Rogers asked members if they had additional questions. None were noted.

Mr. Hazlett continued his presentation with SR-801, which is a Phase Four project they are recommending be deferred. He stated that the environmental assessment is under way, and once that is done, the alignment from SR-85 to the South Mountain Freeway could be identified and right of way preservation can proceed. Mr. Hazlett noted that \$25 million is contained in the program for right of way.

Vice Chair Rogers asked members if they had questions. None were noted.

Vice Chair Rogers noted for the record that the City of Avondale will not support anything other than the southern alignment.

Mr. Hazlett continued with the SR-802/Williams Gateway Freeway. He said that the RTP included construction of a six-lane facility to Meridian Road and the intent was to connect in Pinal County. Mr. Hazlett stated that ADOT is still studying the connection. He said they recommend two general purpose lanes in each direction to Ellsworth Road and constructing the interchange at Loop 202 and the Santan, and added that this will serve the development activity at the Phoenix-Mesa Gateway terminal.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett reviewed the SR-74/Carefree Highway corridor by saying that money is available for passing lanes west of Lake Pleasant. He said that money was identified in the RTP for right of way protection and an environmental assessment and design concept report is underway by ADOT for this section for a potential freeway. Mr. Hazlett stated that the Hassayampa Study identified this corridor as the Lake Pleasant Freeway and they are recommending the right of way protection be deferred.

Councilmember Aames asked about the New River Freeway. Mr. Hazlett replied that is outside the phasing.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that ADOT is moving toward completing SR-85 as a four lane divided facility from a two-lane facility. He stated that they recommend finishing what is on the books now and deferring the rest. Mr. Hazlett commented that he thought at some point beyond the RTP that SR-85 could become a freeway facility connecting I-8 and I-10 and noted that ADOT has a future plan for a system interchange of SR-85 with I-8 at a cost of about \$300 million.

Vice Chair Rogers asked members if they had questions. None were noted. It was noted that a quorum had been lost.

Mr. Hazlett addressed SR-87 by saying that the RTP identified spot improvements to this corridor and no changes were recommended. He noted that ADOT is currently working on the Four Peaks Road interchange.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that \$1.5 million was identified for spot improvements to SR-88/Apache Trail that are identified by ADOT as Fish Creek Hill improvements. He said that no changes are recommended.

Vice Chair Rogers asked members if they had questions. None were noted.

Mr. Hazlett stated that systemwide improvements include the freeway management system, maintenance, noise mitigation, right of way, design (includes the management consultants), and minor projects. He noted that close to \$1 billion was included in the RTP for systemwide costs and the ADOT cost opinion now totals \$1.5 billion. Mr. Hazlett reported that they asked that ADOT trim the cost to \$987 million.

Vice Chair Rogers asked about the maps shown in Mr. Hazlett's presentation. Mr. Hazlett stated that a set of the maps were at each place and had been included in the agenda packet.

Vice Chair Rogers asked members if they had questions.

Mayor Cavanaugh stated that the I-10 widening project in Goodyear is an HOV lane and a general purpose lane on the outside from Loop 303 to Dysart Road. He noted that there is another project on the outside that is not shown. Mr. Hazlett noted that he would need to add a project description to the table and added that the project is actually two general purpose lanes from Loop 303 to Dysart Road.

Mr. Anderson stated that MAG will conduct a transportation public hearing on June 18, 2009, at 5:00 p.m., at the MAG office. He said that reports will be provided on the draft Transportation Improvement Program, the Regional Transportation Plan 2010 Update, and an update on the American Recovery and Reinvestment Act (ARRA), and the material presented to the TPC. Mr. Anderson noted that the goal is to bring a revised plan to the TPC in July for a possible recommendation and in September for a possible recommendation for an air quality conformity analysis. Mr. Anderson expressed his appreciation for the TPC's patience in receiving so much material. He commented that this is a very important exercise and they are trying to do the best job they can. Mr. Anderson stated that public hearing comments and input from the TPC will be included in a summary.

Mr. Smith noted that the MAG General Counsel has instructed staff if there is no quorum no meeting can be conducted.

7. Legislative Update

No report was provided on this item due to a lack of quorum.

There being no further business, the meeting adjourned at 5:45 p.m.

Chair

Secretary